

**TRANSIT NOW
RAPIDLY DEVELOPING AREAS**

*Areas Assessment and
Program Priorities*

**King County Metro Transit
Service Planning Group
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EXECUTIVE SUMMARY

Purpose and Objectives

The purpose of this report is to define eligible areas and identify potential improvements related to the Rapidly Developing Areas component of the Transit Now program. The specific objectives of this report are as follows:

- 1) Provide an assessment of Rapidly Developing Areas identified in the Transit Now Ordinance #15582, adopted September 6, 2006.
- 2) Identify and assess additional areas proposed for inclusion in the Rapidly Developing Areas program, and
- 3) Identify potential service improvements to address service deficiencies in the areas identified in 1) and 2).

The program of improvements described in this report should be regarded as preliminary in nature. The program will be subject to modification based on input received from area stakeholders and the public (see Implementation Process section below).

Outline

This Executive Summary includes a brief program description and a discussion of general issues that should be considered as the program further develops. Next, potential service investments are listed by area and the potential year of implementation. A set of two maps depicting the Rapidly Developing Areas and the potential set of improvements is also provided.

The areas assessment follows the Executive Summary and for each area includes a brief overview of the area, a description of current service, deficiencies in the existing service and improvements intended to address identified deficiencies.

Program Description

The stated objective of the Rapidly Developing Areas component of the Transit Now Program is as follows:

Increase service to growing residential areas within the Urban Growth Area and implement Strategy S-7 of the 2007-2016 Strategic Plan for Public Transportation by adding peak service in areas not currently served and offering expanded midday service in some areas that currently have peak service only.

Strategy S-7 of the 2007-2016 Strategic Plan for Public Transportation:

Improve community mobility options through increase in serve levels on existing routes or through the creation of new services in transit-supportive higher

households and/or employment density areas. Within each subarea, develop service proposals to serve residential and employment areas with the highest ridership demand and to promote circulation within communities. In the communities where flexible service and other King County Metro mobility products and services connecting to the all-day service network can be provided more cost-effectively than fixed-route service, those services should be expanded in conjunction with modifications and improvements to the existing system.

The ordinance described the service area for Rapidly Developing Areas as follows:

Metro shall conduct outreach with affected stakeholders and elected officials representing Metro's East and South subareas to identify rapidly growing residential areas of the county which would benefit from additional transit service. Areas in East and South King County within the Urban Growth Boundary include but are not limited to Duvall, Redmond Ridge, Sammamish, Snoqualmie, Issaquah, Covington, Maple Valley and Black Diamond.

The targeted service resources identified in the 2007-2016 Strategic Plan for implementation of the Rapidly Developing Areas component totals 50,000 annual bus service hours. Improvements are to be phased over a six year period, as follows:

	2008	2009	2010	2011	2012	2013	Total
Platform Hours	13,000	8,000	4,000	5,000	7,000	13,000	50,000

The service investments identified are generally consistent with these funding and phasing parameters. Service hours are divided equally between the East and South subareas. All areas targeted for improvements in this report are located within the Urban Growth area.

Additional Areas

As stated above, areas for inclusion in the Rapidly Developing Areas program are not limited to those specifically identified in the Transit Now Ordinance. Based on analysis and input from the public and area stakeholders since the passage of Transit Now, the following additional areas should be included as part of the developing areas element:

- Enumclaw
- Kent East Hill (City of Kent and unincorporated area)
- Klahanie
- Lakemont (City of Bellevue)

Potential Improvements

The tables below list potential improvements for each area, including areas not specifically identified in the Ordinance. More detailed information on these improvements is provided in the Areas Assessment section following the Executive Summary.

East King County

Developing Area	Potential Improvement
City of Duvall	<ul style="list-style-type: none"> ▪ Route 929: Add trips on weekdays and revise to serve Issaquah Highlands.
City of Issaquah	<ul style="list-style-type: none"> ▪ Route 200: Provide Saturday service. ▪ Route 209: Add peak service ▪ Route 927: Improve span of service and operate every 60 minutes on weekdays; operate from Sammamish to Issaquah Highlands only. ▪ Route 929: Add trips on weekdays and revise to connect with regional service at Issaquah Highlands Park & Ride.
Klahanie	<ul style="list-style-type: none"> ▪ Route 228 (new). Extend some 218 trips to Fall City via Klahanie. ▪ Route 927: Improve span of service and operate every 60 minutes on weekdays; operate from Sammamish to Issaquah Highlands only. ▪ Route 929: Add trips on weekdays and revise to connect with regional service at Issaquah Highlands Park & Ride.
Lakemont (City of Bellevue)	<ul style="list-style-type: none"> ▪ Route 292 (new). Provide new service to Eastgate via Lakemont Blvd.
Redmond Ridge	<ul style="list-style-type: none"> ▪ Route 267 (new): Provide new peak-period service to Overlake. ▪ Route 929: Add trips on weekdays.
City of Sammamish	<ul style="list-style-type: none"> ▪ Route 927: Improve span of service and operate every 60 minutes on weekdays; operate from Sammamish to Issaquah Highlands only.
City of Snoqualmie	<ul style="list-style-type: none"> ▪ Route 209: Add peak service. ▪ Route 215 (new): Revise Route 214 trips serving North Bend to serve Snoqualmie Ridge and renumber to Route 215.

Other related changes:

- **Route 200:** Extend to Issaquah Highlands. This improvement may be implemented through the Transit Now Service Partnership Program.
- **Route 233:** Terminate at Overlake when new Redmond Ridge route (267) is implemented.
- **Route 269:** Improve service through High Ridership and possibly Service Partnership components of Transit Now.
- **Route 922:** Consolidate with revised route 929.

South King County

Developing Area	Potential Improvement
City of Black Diamond	<ul style="list-style-type: none"> ▪ Route 143: Add peak trips in both directions between Black Diamond and Seattle. ▪ Route 149: Extend route to Enumclaw; improve mid-day frequency to 90 minutes; add Saturday service. (See note regarding Route 168 extension under “other related changes below.” This change is recommended to occur in conjunction with 149 changes.)
City of Covington	<ul style="list-style-type: none"> ▪ Route 157 (new): Provide new peak period service between Lake Meridian Park & Ride, Kent East Hill and downtown Seattle.
City of Maple Valley	<ul style="list-style-type: none"> ▪ Route 143: Add peak trips in both directions between Black Diamond and Seattle. ▪ Route 149: Extend route to Enumclaw; improve mid-day frequency to 90 minutes; add Saturday service. (See note regarding Route 168 extension under “other related changes below.” This change is recommended to occur in conjunction with 149 changes.) ▪ Route 157 (new): Provide new peak period service between Lake Meridian Park & Ride, Kent East Hill and downtown Seattle.
City of Enumclaw	<ul style="list-style-type: none"> ▪ Route 149: Extend route to Enumclaw; improve mid-day frequency to 90 minutes; add Saturday service. (See note regarding Route 168 extension under “other related changes below.” This change is recommended to occur in conjunction with 149 changes.) ▪ Route 915: Expand periods of 30-minute peak service; improve mid-day frequency to 60 minutes; add new weekend service

Developing Area	Potential Improvement
Kent East Hill	<ul style="list-style-type: none">▪ Route 165 (new): Provide new daily service between Lake Meridian Park & Ride and Kent Station/Transit Center
	<ul style="list-style-type: none">▪ Route 157 (new): Provide new peak period service between Lake Meridian Park & Ride, East Hill and downtown Seattle.

Other related changes:

- **Route 164:** Improve frequency on weekdays to every 30 minutes; add weekend service (High-Ridership Network improvement).
- **Route 168:** Improve frequency on weekdays to every 30 minutes, and extend service to Four Corners via Kent Kangley Road & Maple Valley-Black Diamond Highway (High-Ridership Network Improvement)
- **Route 169:** Improve frequency to 15 minutes on weekdays (High-Ridership Network Improvement).
- **Route 912:** Discontinue route.

Implementation Process

As mentioned above, service additions included in this report should be regarded as preliminary in nature. Metro staff may conduct a community outreach process to solicit input on proposed changes, depending on the type and magnitude of change proposed for a given area. Service concepts may be subject to revision based on input gathered through this process. Some service modifications will be subject to Council approval, in accordance with King County Code Section 28.94.020 (Transit Routes and Classes of Service).

Preliminary Public Outreach and Service Implementation Timeline

	2008	2009	2010	2011	2012	2013
EAST SUB-AREA						
Route 209: Add peak service.						
Route 215 (new): Revise Route 214 trips serving North Bend to serve Snoqualmie Ridge and renumber to Route 215.						
Route 228 (new): Extend some 218 trips to Fall City via Klahanie.						
Route 929: Add trips on weekdays and revise to connect with regional service at Issaquah Highlands Park & Ride.						
Route 267 (new): Provide new peak-period service to from Redmond Ridge Overlake.						
Route 200: Provide Saturday service.						
Route 292 (new): Provide new service from Lakemont neighborhood (Bellevue) to Eastgate via Lakemont Blvd.						
Route 927: Improve span of service and operate every 60 minutes on weekdays; operate from Sammamish to Issaquah Highlands only.						
SOUTH SUB-AREA						
Route 143: Add peak trips in both directions between Black Diamond and Seattle.						
Route 157 (new): Provide new peak period service between Lake Meridian Park & Ride, Kent East Hill and downtown Seattle.						
Route 149: Extend route to Enumclaw; improve mid-day frequency to 90 minutes; add Saturday service.						
Route 915: Expand periods of 30-minute peak service; improve mid-day frequency to 60 minutes; add new weekend service						
Route 165 (new): Provide new service between Lake Meridian Park & Ride and Kent Station/Transit Center						

AREAS ASSESSMENT

South Sub-Area

Black Diamond

Overview

The City of Black Diamond is located along the State Route 169 corridor between Renton and Enumclaw. Between 1990 and 2000, the land area of the city increased by 65% through annexations, and population increased by 179%, with a net gain of over 2,500 residents. Between 2000 and 2006, the population of Black Diamond increased by 2.9% to a total of 4,085 residents. Black Diamond is targeted for an increase of 1,099 households between 2001 and 2022.

(Sources: <http://www.psrc.org/publications/pubs/trends/d6jul01.pdf>,
<http://www.metrokc.gov/des/compplan/CPP-current.pdf>,
<http://www.metrokc.gov/budget/agr/agr06/06AGRCh5all.pdf>)

Current conditions and deficiencies

Currently, Black Diamond is served on weekdays only by three King County Metro routes:

- **Route 143:** Three morning trips to downtown Seattle from Black Diamond and three afternoon trips from downtown Seattle to Black Diamond are operated during peak periods. In February 2008 a fourth trip to Black Diamond from Seattle will be added in the p.m. to accommodate increase demand. These trips serve the leased park-and-ride at Black Diamond Masonic Lodge, 32532 3rd Avenue; this 30-stall lot was 53% utilized during the first quarter 2007. Ridership on Route 143 has grown 85% since Spring 2004 to an all-time high of 510 daily rides, with numerous customer requests for additional peak trips. In the past year, ridership has grown 13%, with passenger loads averaging 75% of capacity in Spring 2007.
- **Route 149:** This route provides weekday midday service between approximately 7 a.m. and 4:15 p.m. about every 80 to 100 minutes between the Renton Transit Center and Black Diamond. Route 149 once operated on Saturdays, but this service was discontinued in February 2000 due to budget reductions in response to passage of Initiative 695 which eliminated Metro's Motor Vehicle Excise Tax revenues. Ridership has been stable over the last three years, averaging 110 daily rides in Spring 2007.
- **Route 912:** This route operates every 90 minutes during weekday midday hours between approximately 9:15 a.m. and 3:00 p.m. between Enumclaw and

Covington via Black Diamond. Daily ridership has been stable over the past three years and averages 30 daily rides.

Deficiencies of the existing service include:

- Route 143 trips serve only half of the morning and afternoon peak hours, and are operating at capacity or with standing loads.
- Service frequency on Route 149 has been too infrequent for convenient connections or circulation along the SR-169 corridor.
- Ridership on Route 912 has been very low, averaging only 30 rides per day or 3.7 boardings per platform hour, the lowest productivity among Metro routes in south King County.

Potential Service Investments

- Add trips to Route 143 to provide adequate seated capacity and a longer span of service during weekday peak periods.
- Improve Route 149 to every 90 minutes during midday hours on weekdays, add Saturday service operating every 90 minutes, and extend all trips from Black Diamond to Enumclaw (the Enumclaw extension would replace a portion of existing Route 912). This would provide a consistent off-peak service six days a week between Renton, Black Diamond, and Enumclaw.
- Discontinue Route 912.

Covington

Overview

The City of Covington is located along the rapidly growing Kent Kangley corridor between the cities of Kent and Maple Valley. Since incorporating in 1997, the population increased by 25% to reach a total of 17,240. Covington was targeted for an increase of 1,373 households between 2001 and 2022.

(Sources: <http://www.psrc.org/publications/pubs/trends/d6jul01.pdf>,
<http://www.metrokc.gov/budget/agr/agr06/06AGRCh5all.pdf>,
<http://www.metrokc.gov/ddes/compplan/CPP-current.pdf>)

Current conditions and deficiencies

Currently, Covington is served by three King County Metro routes:

- **Route 159:** Five morning trips from the Timberlane neighborhood of Covington to downtown Seattle and five afternoon trips from downtown Seattle to Timberlane are operated during weekday peak hours. All trips operate via the

Kent Station/Transit Center in downtown Kent and the I-5/Kent-Des Moines Park-and-Ride. Ridership has been stable over the last three years, averaging 520 daily rides.

- **Route 168:** This route operates every 60 minutes seven days a week until 11:15 p.m. Monday through Saturday and until 8:40 p.m. on Sundays between the Timberlane neighborhood of Covington and Kent Station/Transit Center. Weekday ridership has increased 34% to 1,100 weekday rides over the last three years, and increased 11% between Spring 2006 and Spring 2007. Weekend ridership has also increased, with Saturday ridership increasing by 36% to 900 daily rides and Sunday ridership increasing by 26% to 670 daily rides since Spring 2004.
- **Route 912:** This route operates every 90 minutes during weekday midday hours between approximately 9:15 a.m. and 3:00 p.m. between Enumclaw and Covington via Black Diamond. Daily ridership has been stable over the past three years and averages 30 daily rides.

Deficiencies of the existing service include:

- Lack of transit coverage along Kent Kangley Road between the Timberlane neighborhood of Covington (192nd Avenue SE) and the Four Corners neighborhood of Maple Valley (Kent Kangley Road & State Route 169).
- Strong ridership growth on Route 168 has resulted in standing loads on some trips, demonstrating the inadequacy of hourly service.
- The one-way loop operated through the Timberlane neighborhood on Route 168 has been frustrating for some riders who are forced to wait through a long layover at the Route 168 terminal.
- Ridership on Route 912 has been very low, averaging only 30 rides per day or 3.7 boardings per platform hour, the lowest productivity among Metro routes in south King County.

Potential Service Investments

- Route 168 serves the Kent Kangley Road corridor, one of the high-ridership corridors identified for *Transit Now* funding under the core service element. Therefore, core service improvements funding rather than developing areas funding should be used to extend Route 168 along Kent Kangley Road between 192nd Avenue SE and State Route 169 (Maple Valley-Black Diamond Highway) to provide a new transit connection between Maple Valley, Kent East Hill, and downtown Kent.

- Using core service funding in the Transit Now program, improve the service frequency of Route 168 on weekdays to every 30 minutes to provide increased seated capacity and improved connections at Kent Station/Transit Center.
- Discontinue Route 912.

Maple Valley

Overview

The City of Maple Valley is a relatively recently incorporated community along the State Route 169 corridor between Renton and Enumclaw. Residential population has increased rapidly. Between 2000 and 2006, the population of Maple Valley increased by 34.7% to a total of 19,140 residents. Maple Valley was targeted for an increase of 300 households between 2001 and 2022.

(Sources: <http://www.psrc.org/publications/pubs/trends/d6jul01.pdf>,
<http://www.metrokc.gov/budget/agr/agr06/06AGRCh5all.pdf>,
<http://www.metrokc.gov/ddes/compplan/CPP-current.pdf>)

Current conditions and deficiencies

Currently, Maple Valley is served on weekdays only by two King County Metro routes:

- **Route 143:** Three morning trips to downtown Seattle from Black Diamond via Maple Valley and three afternoon trips from downtown Seattle to Black Diamond are operated during peak periods. These trips serve the park-and-ride at 23033 Maple Valley – Black Diamond Road (State Route 169); this 122-stall lot was 80% utilized during the first quarter 2007. As noted above, ridership on Route 143 has grown 85% since Spring 2004, with numerous customer requests for additional peak trips.
- **Route 149:** This route provides weekday midday service between approximately 7 a.m. and 4:15 p.m. about every 80 to 100 minutes between the Renton Transit Center and Black Diamond via Maple Valley. Route 149 once operated on Saturdays, but this service was discontinued in February 2000 due to budget reductions in response to passage of Initiative 695 which eliminated Metro's Motor Vehicle Excise Tax revenues. As noted above, ridership has been stable over the last three years.

Deficiencies of the existing service include:

- Route 143 trips serve only half of the morning and afternoon peak hours, and are operating at capacity or with standing loads.
- Service frequency on Route 149 has been too infrequent for convenient connections or circulation along the SR-169 corridor.

- Lack of transit coverage along Kent Kangley Road between the Timberlane neighborhood of Covington (192nd Avenue SE) and the Four Corners neighborhood of Maple Valley (Kent Kangley Road & State Route 169).

Potential Service Investments

- Add trips to Route 143 to provide adequate seated capacity and a longer span of service during weekday peak periods.
- Improve Route 149 to every 90 minutes during midday hours on weekdays, add Saturday service operating every 90 minutes, and extend all trips from Black Diamond to Enumclaw (the Enumclaw extension would replace a portion of existing Route 912). This would provide a consistent off-peak service six days a week between Renton, Black Diamond, and Enumclaw, but requires an ordinance modification to provide Saturday service.
- See ‘Potential Service Investments’ under Covington for Route 168 improvements.

Enumclaw

Overview

The City of Enumclaw is located at the intersection of State Route 164 and State Route 169, which connect Enumclaw with Auburn and Renton, respectively. Between 1990 and 2000, the city experienced significant population growth, with residents increasing by 53.8% to a total of 11,116, although the area of the city grew only slightly (less than 1%). Between 2000 and 2006, the population of Enumclaw increased by 0.9% to a total of 11,220 residents. Enumclaw was targeted for an increase of nearly 1,927 households between 2001 and 2022.

(Sources: <http://www.psrc.org/publications/pubs/trends/d6jul01.pdf>,
<http://www.metrokc.gov/budget/agr/agr06/06AGRCh5all.pdf>,
<http://www.metrokc.gov/ddes/compplan/CPP-current.pdf>)

Current conditions and deficiencies

Currently, Enumclaw is served on weekdays only by two King County Metro routes:

- **Route 915:** This route operates weekdays only between Enumclaw and Auburn Station. During weekday peak hours, Route 915 operates about every 30 minutes for two hours in the morning and two hours in the afternoon, with trips scheduled to meet Sounder trains at Auburn Station. During midday hours on weekdays, Route 915 operates every 90 minutes. Since Spring 2004, Route 915 ridership has grown 76% to 370 daily rides. About half of the increase can be attributed to discontinuation of Route 152 service between Auburn Station and Enumclaw.

- **Route 912:** This route operates every 90 minutes during weekday midday hours between approximately 9:15 a.m. and 3:00 p.m. between Enumclaw and Covington via Black Diamond. As noted above, ridership on Route 912 is low, averaging only 30 daily rides.

Deficiencies of the existing service include:

- Route 915's weekday span of 30-minute service during peak hours is limited (5-7 a.m. and 5-6:15 p.m.) and does not cover the entire peak period, and will need to be expanded to meet the expanded number of Sounder trains in the future.
- Route 915 on weekday afternoons does not operate late enough; currently, the last trip on Route 915 to Enumclaw on weekdays leaves Auburn Station at 6:18 p.m., keyed to the last Sounder train, whereas the last Route 152 trip from downtown Seattle to Auburn arrives at Auburn Station at 6:59 p.m.
- Route 915's 90-minute frequency during midday hours is not convenient for making transfer connections at Auburn Station, and is a barrier to integrating with the 60-minute schedule of Route 919 DART service along Auburn Way South.
- Route 915 currently does not operate on weekends (weekend service on Route 915 was discontinued in February 2000 due to budget reductions in response to passage of Initiative 695 which eliminated Metro's Motor Vehicle Excise Tax revenues).
- Ridership on Route 912 has been very low, averaging only 30 rides per day or 3.7 boardings per platform hour, the lowest productivity among Metro routes in south King County.

Potential Service Investments

- Improve Route 149 to every 90 minutes during midday hours on weekdays, add Saturday service operating every 90 minutes, and extend all trips from Black Diamond to Enumclaw (the Enumclaw extension would replace a portion of existing Route 912). This would provide a consistent off-peak service six days a week between Renton, Black Diamond, and Enumclaw.
- Discontinue Route 912.
- Expand the period of 30-minute service on Route 915 to operate 5-8 a.m. and 3-7 p.m.
- Improve the service frequency of Route 915 on weekdays between 8 a.m. and 3 p.m. to every 60 minutes.
- Add new weekend service on Route 915 operating every 60 minutes until 7 p.m.

- Integrate the schedules of routes 915 and 919 to provide 30-minute service Monday through Saturday along Auburn Way South between Auburn Station and Dogwood Street SE in southeast Auburn.

Kent East Hill

Overview

The East Hill area of the city of Kent is bounded approximately by SE 231st Street in the north, SE 280th Street in the South, 104th Avenue SE on the west, and 152nd Avenue SE on the west. An unincorporated portion of East Hill extends farther north to at least SE 208th Street. Unlike some other developing areas, most of the East Hill area can be considered a fully developed urban area. Between 1990 and 2000, the city of Kent expanded in land area by almost 50% and in population by 110% to 79,524 residents. Much of this growth occurred through annexations in the East Hill area. From 2000 to 2006, the population of East Hill (including unincorporated area) increased 7%, from approximately 62,035 to 66,672. Kent (not including unincorporated portion of East Hill) was targeted for an increase of 4,284 households between 2001 and 2022.

(Sources: <http://www.psrc.org/publications/pubs/trends/d6jul01.pdf>,
<http://www.metrokc.gov/ddes/compplan/CPP-current.pdf>,
http://www.psrc.org/data/dem/pop2006_rev_jun07.xls)

Current conditions and deficiencies

Currently, the Kent East Hill area is served by eight King County Metro routes:

- **Route 158:** This route operates weekdays only between Lake Meridian and downtown Seattle via the Kent Station/Transit Center and the I-5/Kent-Des Moines Park-and-Ride. Six morning trips to Seattle and six afternoon trips to Lake Meridian are operated during peak commuting hours. Ridership on Route 158 has been stable over the last three years, averaging 650 daily rides.
- **Route 159:** Five morning trips from the Timberlane neighborhood of Covington to downtown Seattle and five afternoon trips from downtown Seattle to Timberlane are operated during weekday peak commuting hours. All trips operate via the Kent Station/Transit Center in downtown Kent and the I-5/Kent-Des Moines Park-and-Ride. Ridership has been stable over the last three years, averaging 520 daily rides.
- **Route 161:** This route operates weekdays only between the North Meridian Park and Glencarin neighborhoods and downtown Seattle via the Tukwila Park-and-Ride and I-5. Five morning trips to Seattle and five afternoon trips to North Meridian Park are operated during peak commuting hours. Since the consolidation of former routes 160 and 163 into Route 161, ridership has decreased by 12% (-50 daily rides) to 430 daily rides in Spring 2007.

- **Route 164:** This route operates on weekdays only between Green River Community College and Kent Station/Transit Center via Kent Kangley Road. Service generally operates about every 60 minutes between 5:15 a.m. and 10:15 p.m. except for one additional morning trip to the college. Between Spring 2004 and Spring 2007, weekday ridership increased by 36% to 1,100 daily rides; a significant portion of this growth occurred since Spring 2006 (+28%).
- **Route 168:** This route operates every 60 minutes seven days a week until 11:15 p.m. Monday through Saturday and until 8:40 p.m. on Sundays between the Timberlane neighborhood of Covington and Kent Station/Transit Center via SE 256th Street. As noted above, ridership on Route 168 has increased by 34% over the last three years.
- **Route 169:** This route operates seven days a week between Renton Transit Center and Kent Station/Transit Center via Valley Medical Center and 104th/108th Avenue SE. Service operates every 30 minutes until approximately 9:30 p.m. and every 60 minutes until approximately 11:30 p.m. Between Spring 2004 and Spring 2007, weekday ridership on Route 169 grew by 55% to 4,010 daily rides, the highest ridership of Metro's South County-only routes. A major portion of that increase occurred since Spring 2006 (+43%). Weekend ridership on Route 169 has also grown significantly over the last three years, with Saturday rides growing by 47% to 2,650 and Sunday rides growing by 66% to 2,220.
- **Route 914:** This DART route operates every 60 minutes between 9 a.m. and 4 p.m. Monday through Saturday between downtown Kent and Kent East Hill. The flexible service portion of the route operates as far north as SE 240th Street, as far east as 132nd Avenue SE, and as far south as SE 272nd Street. Ridership on Route 914 has been stable over the last three years, averaging 172 weekday rides.
- **Route 916:** This DART route operates every 60 minutes between 9:30 a.m. and 4:30 p.m. Monday through Saturday between downtown Kent and Kent East Hill. The flexible service portion of the route operates as far north as SE 223rd Drive, as far east as 132nd Avenue SE, and as far south as SE 240th Street. Ridership on Route 916 has been stable over the last three years, averaging 133 weekday rides.

Deficiencies of the existing service include:

- Existing riders on Route 161 have requested a faster service between North Meridian Park and Seattle that would use SE 208th and 212th streets, currently without transit service.
- SE 240th Street between 104th and 132nd avenues SE is a high density residential corridor without all-day transit service.
- Strong ridership growth has resulted in standing loads on some trips on routes 164 and 168, demonstrating the inadequacy of hourly service on these routes.

- Route 169 has experienced strong growth in ridership, with passenger loads high enough before 7 p.m. to justify consideration of more frequent 15-minute service.
- The one-way loop operated through the Timberlane neighborhood on Route 168 has been frustrating for some riders who are forced to wait through a long layover at the Route 168 terminal.
- Transit coverage is poor north of SE 240th Street and along arterials such as 116th Avenue SE and 104th Avenue SE south of 256th Street.
- Some DART customers have requested extensions of DART service east of 132nd Avenue SE to Covington and north to Valley Medical Center.

Potential Service Investments

- Implement a new commuter route, tentatively numbered Route 157, on weekdays between Lake Meridian Park-and-Ride and downtown Seattle via Glencarin, South 208th/212th Streets, and I-5.
- Route 164 serves one of the high-ridership corridors identified for *Transit Now* funding; therefore, improve Route 164 to 30-minute service on weekdays and add weekend service as a high-ridership improvement.
- Route 169 serves one of the high-ridership corridors identified for *Transit Now* funding; therefore, improve Route 169 to 15-minute service on weekdays as funding resources allows as a *Transit Now* high-ridership improvement.
- See Covington for potential Route 168 improvements.
- Implement a new all-day route, tentatively numbered Route 165, that would serve portions of SE 240th Street and 132nd Avenue SE between the Lake Meridian Park-and-Ride and the Kent Station/Transit Center.

South Sub-Area – Summary Statistics

Area	2006 Population	Population Change (2000-2006)	Population Change % (2000-2006)	Existing Routes
Black Diamond	4,085	115	2.9%	143, 149, 912
Covington	17,240	3,457	25.1%	159, 168, 912
Maple Valley	19,140	4,931	34.7%	143, 149
Enumclaw	11,220	104	0.9%	912, 915
Kent East Hill	66,672	4,637	7.5%	158, 159, 161, 164, 168, 169, 914, 916

Sources: U.S. Census Bureau (2000), Puget Sound Regional Council.

East Sub-Area

Duvall

Overview

The City of Duvall is a satellite urban community located along State Route 203 near the boundary between King and Snohomish Counties. Between 1990 and 2000, the land area of the city increased by 65% through annexations, and population increased by 67%, with a net gain of over 1,700 residents. Between 2000 and 2006, the population of Duvall increased by 24.2% to a total of 5,735 residents. Duvall was targeted for an increase of 1,037 households between 2001 and 2022.

(Sources: <http://www.psrc.org/publications/pubs/trends/d6jul01.pdf>,
<http://www.metrokc.gov/budget/agr/agr06/06AGRCh5all.pdf>,
<http://www.metrokc.gov/ddes/compplan/CPP-current.pdf>)

Current conditions

Currently, Duvall is served on weekdays only by three King County Metro routes:

- **Route 232:** Five morning trips from Duvall to downtown Bellevue and four afternoon trips from downtown Bellevue to Duvall operate during peak periods. These trips operate via Redmond and Overlake. Ridership on Route 232 has more than doubled since spring 2004 to 300 daily rides.
- **Route 311:** Seven morning trips from Duvall to downtown Seattle and eight afternoon trips from downtown Seattle to Duvall operate during commute hours. Trips operate via Woodinville, I-405 and SR-520. Ridership on Route 311 has

remained relatively constant over the past three years, averaging 680 daily rides in Spring 2007.

- **Route 929:** Three northbound and two southbound trips operate weekdays between Redmond Park & Ride and North Bend via Duvall, Carnation, Fall City and Snoqualmie. Two additional afternoon trips operate between Fall City and Redmond – one in each direction. Ridership on Route 929 has remained constant over the past three years, averaging 30 daily rides in Spring 2007.

Deficiencies of the existing service

- Route 929 operates too infrequently to provide convenient connections to Redmond Park & Ride or circulation between East King County satellite urban communities.

Potential Service Investments

- Add trips to Route 929 on weekdays and revise to serve Issaquah Highlands Park & Ride. By providing access to the Issaquah Highlands Park & Ride, this change will benefit Snoqualmie Valley communities, such as Carnation, that currently lack a direct connection to a major transfer point.

Issaquah

Overview

The City of Issaquah is located near the southern end of Lake Sammamish on the I-90 corridor. Between 1990 and 2000, the land area of the city increased by 53% through annexations, and population increased by 44%, with a net gain of over 3,400 residents. Between 2000 and 2006, the population increased by 74.5% to a total of 19,570 residents. Issaquah was targeted for an increase of 3,993 households between 2001 and 2022.

The Issaquah Highlands master-planned community by Port Blakely, located in the upland area northwest of Downtown Issaquah, was the subject of a modification of the Urban Growth Management Area boundary to accommodate it. Construction started in 1996 and is scheduled to be completed by 2012. In 2005 population was over 4,300 with a little over half the homes completed, and is anticipated to reach nine to ten thousand. Commercial space is included in the plan, and the 1,001-stall Highlands park-and-ride opened in the commercial area in February 2006.

The Talus development, another master-planned community, is located in the upland area west of Downtown Issaquah. The development includes a mix of single-family and multi-family residential, some commercial and retail uses, as well as recreation. When complete this project could contain 1,735 dwelling units, 800,000 sq ft commercial, and 50,000 sq ft retail. (With a possibility of conversion of some commercial square footage

to residential, the community composition could be 1,985 dwelling units, 500,000 sq ft commercial and 50,000 sq ft retail)

(Sources: <http://www.psrc.org/publications/pubs/trends/d6jul01.pdf>,
<http://www.metrokc.gov/budget/agr/agr06/06AGRCh5all.pdf>,
<http://www.metrokc.gov/ddes/compplan/CPP-current.pdf>,
<http://www.issaquahhighlands.com/PDF/2006PressKit-facts.pdf>,
<http://www.ci.issaquah.wa.us/Page.asp?NavID=77>)

Current conditions

Currently, Issaquah is served by ten King County Metro routes and three Sound Transit Routes:

- **Route 200:** Route 200 provides circulation within the City of Issaquah and serves the Issaquah Community Center, Downtown Issaquah, the Fred Meyer shopping complex at the base of SE Black Nugget Road, among other destinations. The route operates on a half-hourly headway on weekdays only between approximately 6 a.m. and 7:00 p.m. and is fare free during all hours of operation. Ridership on Route 200 remained constant over the past three years and averaged 340 daily rides in spring 2007.

Note: Route 200 has been identified by the City of Issaquah and Port Blakely Communities as a route which may be proposed for inclusion in the Transit Now Service Partnership program. This proposal may feature conversion of the route to a two-way loop serving the Issaquah Highlands and Talus communities.

- **Route 209:** Route 209 operates between North Bend and Issaquah via Fall City and Snoqualmie. In the southbound direction, hourly service is operated between approximately 9:30 and 5:30 on weekdays and between 8:30 and 7:30 on Saturdays. In the northbound direction, hourly service is operated between approximately 7:15 and 4:30 on weekdays and between 9:30 and 6:30 on Saturdays. Additional morning and evening trips are operated on weekdays and Saturdays. All trips are timed to coordinate with Route 554 arrivals and departures at the Issaquah Transfer Point. Daily ridership remained constant over the past three years and averaged 180 daily rides in Spring 2007.
- **Route 210:** Five trips are operated during peak periods in the peak directions between Issaquah and Downtown Seattle. Ridership grew by 22% since Spring 2004 and averaged 220 daily rides in Spring 2007.
- **Route 214:** Twelve westbound and eleven eastbound trips are operated during commute hours between Issaquah and Downtown Seattle. Of these trips, five in each direction extend to North Bend and serve Preston, Fall City and Snoqualmie. Ridership on the regular (North Bend) and turnback variants declined by 23% and 53%, respectively, over the past three years, averaging 360 and 340 daily rides, respectively, in Spring 2007. Some of the decrease in ridership is attributable to a 9% decrease in platform hours during this period.

- **Route 216:** Five trips are operated during peak periods in the peak directions between Bear Creek Park & Ride and Downtown Seattle. These trips also serve Sammamish (including South Sammamish Park & Ride) and North Issaquah. One additional a.m. mid-day trip is operated in the westbound direction, and three additional evening trips are operated in the eastbound direction, though the last two do not serve Issaquah and only extend to South Sammamish Park & Ride. Ridership increased 23% since Spring 2004 and averaged 430 daily rides in Spring 2007.

Note: Route 216 has been identified by the City of Sammamish as a route which may be proposed for inclusion in the Transit Now Service Partnership program. This proposal may feature increased frequency and/or span.

- **Route 217:** Three trips are operated during commute hours in the reverse peak directions between North Issaquah and Downtown Seattle. The route operates via I-90 and serves Eastgate Park & Ride and Factoria. Ridership increased by one-third since Spring 2004 and averaged 200 daily rides in Spring 2007.
- **Route 218:** This route operates via I-90 and only serves two freeway stations – Eastgate and Rainier Avenue – between Issaquah Highlands Park & Ride and Downtown Seattle. Thirteen trips are operated during commute hours in the peak directions. The route was first implemented in Spring 2006. Ridership increased by nearly 50% compared with Spring 2006 and averaged 1,380 daily rides in Spring 2007. In the near term, reopening of the Issaquah Transit Center may dampen ridership growth on this route.
- **Route 269:** This route operates between Overlake and Downtown Issaquah via Sammamish and serves four Park & Ride lots - Issaquah Highlands, South Sammamish, Bear Creek and Overlake – in addition to the Overlake Transit Center. In the northbound direction, six trips are operated in the a.m. and five in the p.m. In the southbound direction, five trips are operated in the a.m. and seven in the p.m. Ridership increased by 85% since Spring 2004 and averaged 260 daily rides in Spring 2007.

Note: Route 269 has been identified by three potential partners as a route which may be proposed for inclusion in the Transit Now Service Partnership program. This proposal may feature increased frequency in the peak periods in the peak directions.

- **Route 271:** Route 271 provides seven-day-a-week, all-day service in both directions between Issaquah and the University District. The route also serves Eastgate Park & Ride, Bellevue Community College and the Bellevue Transit Center. On weekdays, a turnback variant operates from Eastgate Park & Ride to the University District only. Service operates until approximately 11:30 p.m. every day. Ridership on 271 trips to and from Issaquah increased by 15% since Spring 2004 and averaged over 2,800 daily rides in Spring 2007.
- **Route 554:** Sound Transit Route 554 provides seven-day-a-week, all-day service in both directions between Sammamish and Downtown Seattle and serves four

eastside Park & Rides: South Sammamish, Issaquah Highlands, Issaquah and Eastgate. Service operates until approximately 12:20 a.m. every day. Ridership on Route 554 increased by 28% since Spring 2004 and averaged 2,000 daily rides in Spring 2007.

- **Routes 555:** Route 555 operates during peak hours in the peak directions between Issaquah Highlands Park & Ride and Northgate. The route operates via I-90, I-405, SR-520 and I-5 and serves Eastgate Park & Ride, Factoria, the Bellevue Transit Center and the Evergreen Point and Montlake Freeway stations. Ridership remained constant since Spring 2004 and averaged 320 daily rides in Spring 2007.
- **Route 556:** Route 556 operates during peak hours in the peak directions between Issaquah Highlands Park & Ride and Northgate. The route operates via I-90, I-405, SR-520 and I-5 and serves Eastgate Park & Ride, the Bellevue Transit Center, the Evergreen Point and Montlake Freeway stations and the University District. The route was first implemented in Fall 2005. Ridership increased by 14% since Spring 2006 and averaged 400 daily rides in Spring 2007.
- **Route 927:** Route 927 is a DART route that operates between Sammamish and Issaquah and also serves the unincorporated Klahanie neighborhood. The route operates hourly between approximately 6:20 a.m. and 6:20 p.m. on weekdays and between 9:10 a.m. and 6:00 p.m. on Saturdays. Weekday and Saturday ridership has remained relatively constant since Spring 2004 and averaged 142 and 52 daily rides in Spring 2007, respectively.

Deficiencies of existing service

- Weekend service is limited, especially in North Issaquah and the area south of Issaquah Community Center, where riders lack convenient access to and from downtown and the Issaquah Park & Ride.
- Mid-day service between Issaquah and Overlake is very limited, with only one southbound trip and no northbound trips operating on weekdays during this period. No weekend service between Issaquah and Overlake is currently provided.
- No service is currently provided to the Talus community.
- No service is currently provided within much of the Issaquah Highlands community.

Potential Service Investments

- Route 269 serves the 228th Ave SE corridor, one of the high-ridership corridors identified for *Transit Now* funding under the high-ridership element. Therefore, high-ridership funding rather than developing areas funding should be used to add mid-day and weekend service on this Route. In addition, high-ridership funding

could be used to add additional peak period trips or implement a new express variant, if these improvements are not funded through a Transit Now Service Partnership.

- Provide Saturday service on Route 200.
- Address service deficiencies through Transit Now Service Partnerships. If the Service Partnership is not selected for implementation, consider including other service additions for Issaquah in the Rapidly Developing Areas program.

Redmond Ridge

Overview

Redmond Ridge and Trilogy are Urban Planned Developments, mixed use and fully contained communities, for which the Urban Growth Area was revised to include. Approximately 3,750 units have been constructed since 1996. The area was targeted for 4,100 additional housing units between 2001 and 2022. Most of the office space remains undeveloped. Trilogy is oriented to serving a senior residential population, while Redmond Ridge has a largely high-end young family orientation, with many employed in the Overlake area.

(Sources: <http://www.metrokc.gov/DDES/upd/>, <http://depts.washington.edu/cuwrmp/upds/index.htm>, <http://www.metrokc.gov/des/compplan/CPP-current.pdf>)

Current conditions

Currently, Redmond Ridge is served by one Metro route:

- **Route 929:** Four northbound and three southbound trips operate weekdays between Redmond Park & Ride and North Bend via Duvall, Carnation, Fall City and Snoqualmie. The route serves one set of stops located on Marketplace Drive, in the northernmost portion of Redmond Ridge. Ridership on Route 929 has remained constant over the past three years, averaging 30 daily rides in Spring 2007.

In addition, Redmond Ridge operates a transit shuttle van offering a single morning and evening trip to/from Bear Creek P&R. The provision of this service was required by King County as a condition of development.

Deficiencies of existing service

- The only existing route (929) operates very infrequently and does not serve the majority of the Redmond Ridge development.
- No service is currently provided to the existing privately-owned/managed Park & Ride lot located near the intersection of Redmond Ridge Drive NE and Cedar

Park Crescent NE, which was required by King County as a condition of development.

- The nearest point with regular frequent service is Bear Creek P&R, located approximately four miles to the west.
- No service is currently provided to the Trilogy community.
- Weekend service is not provided to Redmond Ridge or Trilogy.

Potential Service Investments

- Implement new commuter-oriented service to Overlake (Route 267) operating through the Redmond Ridge development and serving the existing Park & Ride lot.
- Add trips to Route 929 on weekdays.

Sammamish

Overview

The City of Sammamish, incorporated in 1999, is located along the eastern shore of Lake Sammamish between Redmond and Issaquah. Between 2000 and 2006, the population of Sammamish increased by 16.5% to a total of 39,730 residents. Sammamish was targeted for an increase of 3,842 households between 2001 and 2022. Although much of the development and density in Sammamish is near 228th Ave NE, where transit service currently operates, considerable new development has occurred to the east of 228th, away from easy access to that corridor.

(Sources: <http://www.psrc.org/publications/pubs/trends/d6jul01.pdf>,
<http://www.metrokc.gov/budget/agr/agr06/06AGRCh5all.pdf>,
<http://www.metrokc.gov/ddes/compplan/CPP-current.pdf>)

Current conditions

Currently, Sammamish is served by three Metro routes and one Sound Transit route:

- **Route 216:** Five trips are operated during peak periods in the peak directions between Bear Creek Park & Ride and Downtown Seattle. These trips also serve Sammamish (including South Sammamish Park & Ride) and North Issaquah. One additional a.m. mid-day trip is operated in the westbound direction, and three additional evening trips are operated in the eastbound direction, though the last two do not serve Issaquah and only extend to South Sammamish Park & Ride. Ridership increased 23% since Spring 2004 and averaged 430 daily rides in Spring 2007.

Note: Route 216 has been identified by the City of Sammamish as a route which may be proposed for inclusion in the Transit Now Service

Partnership program. This proposal may feature increased frequency and/or span.

- **Route 269:** This route operates between Overlake and Downtown Issaquah via Sammamish and serves four Park & Ride lots - Issaquah Highlands, South Sammamish, Bear Creek and Overlake – in addition to the Overlake Transit Center. In the northbound direction, six trips are operated in the a.m. and five in the p.m. In the southbound direction, five trips are operated in the a.m. and seven in the p.m. Ridership increased by 85% since Spring 2004 and averaged 260 daily rides in Spring 2007.

Note: Route 269 has been identified by three potential partners as a route which may be proposed for inclusion in the Transit Now Service Partnership program. This proposal may feature increased frequency in the peak periods in the peak directions.

- **Route 554:** Sound Transit Route 554 provides seven-day-a-week, all-day service in both directions between Sammamish and Downtown Seattle and serves four eastside Park & Rides: South Sammamish, Issaquah Highlands, Issaquah and Eastgate. Service operates until approximately 12:20 a.m. every day. Ridership on Route 554 increased by 28% since Spring 2004 and averaged 2,000 daily rides in Spring 2007.
- **Route 927:** Route 927 is a DART route that operates between Sammamish and Issaquah and also serves the unincorporated Klahanie neighborhood. The route operates hourly between approximately 6:20 a.m. and 6:20 p.m. on weekdays and between 9:10 a.m. and 6:00 p.m. on Saturdays. Weekday and Saturday ridership has remained relatively constant since Spring 2004 and

Deficiencies of existing service

- Mid-day service between Sammamish and Overlake is very limited, with only one southbound trip and no northbound trips operating on weekdays during this period. No weekend service between Issaquah and Overlake is currently provided.
- The only service to Issaquah Highlands Park & Ride, Route 269, provides service only every hour during peak periods.

Potential Service Investments

- Route 269 serves the 228th Ave SE corridor, one of the high-ridership corridors identified for *Transit Now* funding under the high-ridership element. Therefore, high-ridership funding rather than developing areas funding should be used to add mid-day and weekend service on this Route. In addition, high-ridership funding could be used to add additional peak period trips or implement a new express variant, if these improvements are not funded through a Service Partnership agreement.

- Improve frequency on Route 927 to every 60 minutes and revise to serve Issaquah Highlands Park & Ride.

Snoqualmie

Overview

The City of Snoqualmie is a satellite urban community located along the Snoqualmie River north and west of North Bend. Between 1990 and 2000, the land area of the city increased by 220% with the annexation of the Snoqualmie Ridge master-planned community, located approximately two miles west of downtown Snoqualmie. Population increased only slightly during this period, but increased markedly between 2000 and 2006, increasing from 1,631 to 7,815. Snoqualmie was targeted for an increase of nearly 1,700 households between 2001 and 2022.

(Sources: <http://www.psrc.org/publications/pubs/trends/d6jul01.pdf>, <http://www.ofm.wa.gov/pop/april1/cityrankings.pdf>, <http://www.metrokc.gov/ddes/compplan/CPP-current.pdf>)

Current conditions

Currently, Snoqualmie is served by three King County Metro routes:

- **Route 209:** Route 209 operates between North Bend and Issaquah via Fall City and Snoqualmie. In the southbound direction, hourly service is operated between approximately 9:30 and 5:30 on weekdays and between 8:30 and 7:30 on Saturdays. In the northbound direction, hourly service is operated between approximately 7:15 and 4:30 on weekdays and between 9:30 and 6:30 on Saturdays. Additional morning and evening trips are operated on weekdays and Saturdays. All trips are timed to coordinate with Route 554 arrivals and departures at the Issaquah Transfer Point. Daily ridership remained constant over the past three years and averaged 180 daily rides in Spring 2007.
- **Route 214:** Five trips are operated during commute times in each direction between North Bend and Downtown Seattle. These trips operate via SR-202 and serve Preston, Fall City, Snoqualmie and Issaquah. Ridership on these trips declined by 23% over the past three years, averaging 360 daily rides in Spring 2007.
- **Route 929:** Three northbound and two southbound trips operate weekdays between Redmond Park & Ride and North Bend via Duvall, Carnation, Fall City and Snoqualmie. Ridership on Route 929 has remained constant over the past three years, averaging 30 daily rides in Spring 2007.

Deficiencies of existing service

- No service is currently provided to the Snoqualmie Ridge community, where additional commercial and residential development continues to occur.

Potential Service Investments

- Add peak period service on Route 209
- Revise peak 214 trips (renumbered to Route 215) to operate through Snoqualmie Ridge instead of Fall City.
- Provide Fall City with peak Route 218 service (renumbered to Route 228) extended from Issaquah Highlands P&R and additional trips on Route 929 (see above).

Klahanie

Overview

Klahanie is an unincorporated community of 11,000 residents located west of Issaquah-Pine Lake Road SE, between Issaquah and Sammamish. Construction began in 1985 and was completed in 1998 with over 3,200 residential units. Several small park and ride lots were required as conditions of development. In 2005, Klahanie residents voted in favor of being annexed by the City of Issaquah but rejected a companion measure to assume the City's existing debt. As a result, the future of local governance in Klahanie is uncertain.

(Sources: <http://www.metrokc.gov/annex/klahanie.aspx>, <http://www.ci.issaquah.wa.us/Page.asp?NavID=189>, <http://www.klahanie.com/>)

Current conditions

Currently, Klahanie is served by two King County Metro routes:

- **Route 269:** This route operates between Overlake and Downtown Issaquah via Sammamish and serves four Park & Ride lots - Issaquah Highlands, South Sammamish, Bear Creek and Overlake – in addition to the Overlake Transit Center. The route operates via Issaquah-Pine Lake Road, along the western boundary of the Klahanie neighborhood. In the northbound direction, six trips are operated in the a.m. and five in the p.m. In the southbound direction, five trips are operated in the a.m. and seven in the p.m. Ridership increased by 85% since Spring 2004 and averaged 260 daily rides in Spring 2007.

Note: Route 269 has been identified by three potential partners as a route which may be proposed for inclusion in the Transit Now Service Partnership program. This proposal may feature increased frequency in the peak periods in the peak directions.

- **Route 927:** Route 927 is a DART route that operates between Sammamish and Issaquah. The route operates via Issaquah-Fall City road and Klahanie Boulevard and is the only route serving the interior portion of the Klahanie neighborhood. The route operates hourly between approximately 6:20 a.m. and 6:20 p.m. on weekdays and between 9:10 a.m. and 6:00 p.m. on Saturdays. Weekday and Saturday ridership has remained relatively constant since Spring 2004 and averaged 142 and 52 daily rides in Spring 2007, respectively.

Deficiencies of existing service

- Direct commuter service to the Seattle and Bellevue Central Business Districts is not provided.
- No connection between the neighborhood interior and Issaquah Highlands Park & Ride is currently available.

Potential Service Investments

- Route 269 serves the 228th Ave SE corridor, one of the high-ridership corridors identified for Transit Now funding under the high-ridership element. Therefore, high-ridership funding rather than developing areas funding should be used to add mid-day and weekend service on this Route. In addition, high-ridership funding could be used to add additional peak period trips or implement a new express variant, if these improvements are not funded through a Transit Now Service Partnership.
- Extend some Route 218 trips to Fall City via Klahanie to provide a direct connection with Downtown Seattle (and renumber to Route 228).
- Revise route 927 to serve Issaquah Highlands Park & Ride and improve frequency to every 60 minutes.
- Revise Route 929 to serve Issaquah Highlands Park & Ride via Issaquah-Fall City Road and add additional trips. By providing access to the Issaquah Highlands Park & Ride, this change will benefit Snoqualmie Valley communities, such as Carnation, that currently lack a direct connection to a major transfer point.

Lakemont

Overview

This neighborhood is located in southeast Bellevue and is roughly bisected by Lakemont Boulevard SE. The neighborhood has been developing over recent years, but was located where transit service would have difficulty serving it until Lakemont Boulevard was completed in the late 1990s. In subsequent years, Metro was not able, due to budget constraints, to offer new transit service, other than very limited high school service (Route 208) contracted by the Bellevue School District. In 1999, a public service change

process recommended a route similar to the one suggested below, but funding was not adequate to include it in the adopted changes.

Current conditions

Three existing routes serve the periphery of the neighborhood:

- **Route 210:** Five trips are operated during peak periods in the peak directions between Issaquah and Downtown Seattle. The route operates along SE Newport Way, the neighborhood's northern boundary. Ridership grew by 22% since Spring 2004 and averaged 220 daily rides in Spring 2007.
- **Route 219:** This route operates as a bi-directional loop through Newcastle and Newport Hills and provides service to the Factoria Square Mall. The route operates along SE 63rd Street, the neighborhood's southern boundary. Seven clockwise and eight counter-clockwise trips operate between approximately 6:15 a.m. and 7:00 p.m.
- **Route 271:** Route 271 provides seven-day-a-week, all-day service in both directions between Issaquah and the University District. The route also serves Eastgate Park & Ride, Bellevue Community College and the Bellevue Transit Center and operates along SE Newport Way, the neighborhood's northern boundary. On weekdays, a turnback variant operates from Eastgate Park & Ride to the University District only. Service operates until approximately 11:30 p.m. every day. Ridership on 271 trips to and from Issaquah increased by 15% since Spring 2004 and averaged over 2,800 daily rides in Spring 2007.

Deficiencies of existing service

- No service is currently provided along Lakemont Boulevard SE, the neighborhood's southern boundary and most direct connection to I-90.

Potential Service Investment

- Add a new route (292) providing peak two-way service along Lakemont Boulevard and Forest Drive, connecting these areas to Eastgate P&R and to Factoria, both of which have nearby employment and good transfer opportunities.

East Sub Area - Summary Statistics

Area	2006 Population	Population Change (2000-2006)	Population Change % (2000-2006)	Existing Routes
Duvall	5,735	1,119	24.2%	232, 311, 929
Redmond Ridge	7,000	7,000	----	929
Sammamish	39,730	5,626	16.5%	216, 269, 554, 927
Snoqualmie	7,815	6,184	379.2%	209, 214, 929
Issaquah	19,570	8,358	74.5%	200, 209, 210, 214, 216, 217, 218, 269, 271, 554, 555, 556, 927
Klahanie	11,000	0	0%	269, 927
Lakemont	16,400	900	5.5%	210, 219, 271

Sources: U.S. Census Bureau (2000), Puget Sound Regional Council.